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OSI-2489-82

**MEMORANDUM FOR:** Deputy Director (Research)

**SUBJECT:** DD/A Policy Re Use of Economy Class Travel  
on Domestic Air Travel  
(Request for Exemption)

1. The general rule that economy class will be employed by OSI personnel traveling on commercial aircraft in the United States will be followed by Security couriers to the greatest degree possible.

2. In certain instances, however, in view of the nature of the ultra-sensitive material being couriered, it is suggested that proper protection cannot be afforded to this material if the courier is required to travel economy class. Examples of such instances would be:

a. Moving the product from Project C from San Francisco to Rochester, New York. This product is transported in a large suitcase-type container weighing approximately 75 lbs. The Security rules presently in effect require that this "suitcase" accompany the courier in the cabin of the commercial air liner. Due to the nature of the under-developed film, it is also felt desirable to transport it in the pressurized cabin of the aircraft rather than to expose it to severe temperature changes in the event the film was transported in the baggage compartment. Experience has shown that we have encountered considerable difficulty in endeavoring to get the airline companies to allow us to transport such a large package in the economy class segment of the airplane. There just is not enough room.

b. When we move the product from Project I from San Francisco to Rochester due to the very large size of the container, it is not possible (although it would be desirable) to arrange for this container to be transported in the pressurized cabin. It must, of necessity, be transported in the cargo compartment. In this instance, however, we require that the Security courier observe the loading of the "I" shipping container in the cargo compartment and ensure that the cargo compartment is secured before he boards the aircraft. Each stop (e.g., Chicago) enroute to Rochester, we require that the courier be the first one off the aircraft to ensure that the "I" material is not inadvertently off-loaded or, of course, if it is scheduled for off-loading in order to be moved to

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another aircraft, it is his responsibility to monitor the movement of this ultra-sensitive material during the entire time of transit. Upon the arrival of the aircraft at Rochester, again Security dictates that the courier be the first one off the aircraft to ensure that the material is properly handled. Experience has shown that it is extremely difficult and sometimes impossible for the courier to arrange to be the first one off the aircraft if he is traveling in the rear of the plane in the economy class.

3. In view of the above and in the interest of maintaining the maximum security afforded to the movement of this type of material, it is requested that in this type circumstances only, the Security courier be authorized to travel first class.

JACK C. LADFORD  
COLONEL, USAF  
Assistant Director  
(Special Activities)

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HERBERT GOVILLIE, JR.  
Deputy Director (Research)

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